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to statistics) of inquiry, which is connected with the preceding through the mass of observations and through its function of *measuring*, but it is distinguished from it through the lack of precision of the *description*, and through the subsidiary and non-systematic application of numbers ;

(c) By the method of investigation by cases, types, or individuals (whether simple or complex, makes no difference), and which is distinguished from the others either because it starts from a type, while they search for one, or through its naturalistic character, that is, following after the model of natural science.

STEPHEN F. WESTON.

SUICIDES IN THE AUSTRIAN ARMY IN THE YEARS 1873-90.

In the last April number of the *Statistische Monatschrift* (Austria) Josef Roth has an article upon suicides in the German army during the period 1873-90 (*Die Selbstmorde in der k. u. k. Armee in den Jahren 1873-90*).

The total number of deaths by suicide in the army during this period was 5808. Of these 3431 occurred in the Austrian division, 1982 in the Hungarian division, and 395 in the Occupation department (*Occupationsgebiete*). This makes 120 deaths per 100,000 for the whole army, of which there were 123 deaths per 100,000 in the Austrian army, 125 in the Hungarian army, and 87 in the Occupation department.

Suicides as a whole are slightly increasing, and the rate for the entire army during the last four years is considerably higher than 120 per 100,000.

Race evidently plays an important part in the number of suicides. In 980 cases taken from regiments in which the different nationalities are kept separate, suicides occur in the following order : Czechs, 17 per cent ; Magyars, 15 per cent ; Poles, 15 per cent ; Roumanians, 14 per cent ; Germans, 13 per cent ; and Croatsians, 8 per cent.

In Hungary and Croatia the army list gives a smaller number of suicides than does the civil list, but in Austria this is reversed, and the number of suicides in private life exceeds that of army life. There seems to be also a difference according to religious belief ; the Jews, for example, have the greatest aversion to suicide.

The causes of suicide in the army are numerous, but the greater

number by far is caused by fear of punishment; the next greatest cause is dislike of military service. Of suicides, the causes of which are known, 35 per cent were from the first cause, and 17 per cent from the second. In 41 per cent of all cases the cause was unknown.

It is in the ranks and among the lower officers that the rate of suicides is increasing, and Roth concludes from this that the love of military service is diminishing in some countries. G. N. C.

TEN YEARS' GROWTH OF THE CITY OF LONDON.

Ten Years' Growth of the City of London. Report, Local Government and Taxation Committee of the Corporation, by James Salmon, Chairman. London, 1891. 139 pages.

The Imperial census is that of the night, or permanent, population, and according to it one might be led to infer that the City was on the wane, since it stated the population in 1861 to be 112,063; in 1871, 74,897; in 1881, 50,652; and in 1891, only 37,694. The square mile of territory embraced by the City is bound to become more and more non-residential, particularly for two reasons: first, because of the constantly increasing business demands, raising values and rents beyond what can profitably be paid for tenement purposes; and, secondly, on account of the railway facilities into the suburbs. The City's night population may eventually include hardly anybody but janitors, watchmen, and the like.

The day census introduces one to the true City,—the mercantile and commercial population. This in 1866 was 170,133; in 1881, 261,061; in 1891, 301,384. Of the 301,384, in 1891, 29,520 were employers, 202,213 male employes, and 50,416 females; while there were 19,235 children under fifteen years of age.

A census was also taken of the passenger and vehicular traffic, of carriages and persons entering the City on a fixed day, including those coming by rail, but not including the railway carriages. The number of persons who entered the City on foot or in vehicles between 5 A.M. and 9 P.M. (the day traffic) was 1,100,636; between 9 P.M. and 5 A.M. (night traffic), 85,458, making a total of 1,186,094 for the twenty-four hours. The largest number for a single hour was 132,835, between 8 and 9 A.M., while between 9 and 10 A.M. there were 124,942. The